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COMMUNITY PLANNING AND DEVELOPMENT

2007 JUN 25 P 1:55

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June 19, 2007

Mr. Ben Spinelli, Executive Director  
New Jersey Department of Community Affairs, Office of Smart Growth  
P.O. Box 204  
Trenton, New Jersey 08625-0204

Re: Holland Township Petition for Initial Plan Endorsement - Completeness  
Determination

Dear Mr. Spinelli:

This letter is a response to the March 20, 2007, letter from Eileen Swan, former Executive Director of the Office of Smart Growth acknowledging Holland Township's petition for Initial Plan Endorsement and notifying the Township of additional information needed in order to declare the petition complete.

The additional information requested included the Natural Resource Inventory (NRI), which was recently completed and published in final form; correction of the SHP GIS files for the two proposed hamlets and submission of the SHP GIS files for the proposed PA 4/4B Planning Area change; and a revision to the Transportation Overview to address truck deliveries and transit services and the potential effect of proposed land use changes on the existing roadway network.

Enclosed herewith please find the revision to the Transportation Overview in the form of a Transportation Supplement. Additionally, the NRI was previously submitted in both digital and hard copy form by Peter Craig, Holland Township's Planning Board Chair. Finally, we corrected the SHP GIS data on the two hamlets soon after receiving Ms. Swan's March 20, 2007, letter. The Township has decided not to pursue the previously proposed Planning Area change from PA 4 to PA 4B in light of the draft Highlands Regional Master Plan which would appear to render any effort in that direction moot.

We believe, therefore, that the enclosed Transportation Supplement is the last item that is required by the OSG in order to have Holland Township's petition for Initial Plan Endorsement declared complete, although it is acknowledged that there are other

**ELIZABETH C. MCKENZIE, P.P., P.A.**

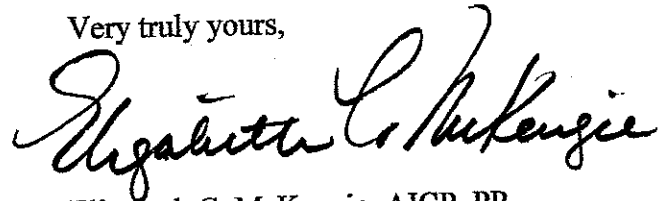
Mr. Ben Spinelli, Executive Director  
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concerns the OSG has regarding Holland Township's submission that are substantive and will required additional discussions with your staff in order to obtain Initial Plan Endorsement. We are happy to make ourselves available for such discussions at any time you deem appropriate.

It is Holland Township's intention to continue to proceed with the Plan Endorsement process unless and until it becomes clear that we should redirect our efforts to the Highlands Council. At this time, it does not appear that the Highlands Council is prepared to receive an application to determine Plan Conformance, and we are obligated under the terms and conditions of the Substantive Certification we received from COAH to obtain Plan Endorsement from the State Planning Commission. We are hopeful that the process we engage in with OSG will be well-coordinated with the Highlands Council's staff, so that the eventual transition to the Highlands Council's jurisdiction will be a smooth and productive one.

Please let me know if you should need anything further from us at this time.

Very truly yours,

A handwritten signature in cursive script, reading "Elizabeth C. McKenzie".

Elizabeth C. McKenzie, AICP, PP

Enclosure

cc: The Honorable Bernard O'Brien, Mayor  
Dr. Peter Craig, Planning Board Chair  
Ms. Betty Ann Bechtold, Planning Board Secretary  
Ms. Cathy Miller, RMC, Township Clerk  
Richard Dieterly, Esquire, Township Attorney  
Mr. Barry Ableman, Principal Planner  
Ms. Danielle Stevens, Policy Advisor

TRANSPORTATION SUPPLEMENT  
FOR  
REPORT FOR INITIAL PLAN ENDORSEMENT APPLICATION  
DECEMBER, 2006

Prepared by Elizabeth C. McKenzie, AICP, PP

June 19, 2007

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Holland Township's Master Plan Traffic Circulation Plan Element has been in place since March of 1987. It has survived several reexaminations of the Master Plan and development regulations undertaken since that date. While it is due to be updated, the Township's transportation policies are not expected to change significantly when the new Plan is prepared.

Description of the Road Network

Transportation planning in Holland Township has been limited by the extent to which the main roads that serve the Township are owned by Hunterdon County. There are no state or federal or interstate highways traversing the Township. Interstate Route 78, which lies outside of Holland Township to the north, and State Route 12, which lies outside of Holland Township to the south, both provide east/west access to and beyond the region via the County road system.

The Township's road network can be best described as a spine, formed by County Route 519, a minor arterial roadway, supporting its vertebrae, created by the County and local roads branching off of 519. The entire road network is formed by older rural roads which collect traffic from the newer cul-de-sac and stub streets that serve residential neighborhoods. Most of these stub streets and cul-de-sacs intersect with County Route 519 in the center of the Township.

This rural road network is an important part of Holland Township's scenic resources, and major roadway improvements are discouraged. Given the limited traffic generated by the development that exists now in the Township and the limited volume and type of

traffic anticipated for the Township, the existing network functions well and is expected to continue to do so.

### Truck Traffic

Holland Township has very little existing commercial development, and two of its largest industrial sites (the paper mills) are now closed, so truck traffic is not a major factor for the Township. Since no new industry is planned and since additional commercial development will be constrained by the environmentally sensitive locations of existing and proposed new commercial areas, new truck traffic is not expected to figure heavily in the Township's future transportation planning efforts.

### Pedestrian Circulation

Like most rural municipalities, Holland Township has eschewed the urbanized look that accompanies the construction of sidewalks. Few if any of the existing residential streets in the Township are served by sidewalks, and there are none along the County roads. Pedestrian circulation within the proposed hamlets will be accommodated with walkways, although they will not necessarily parallel the public roads, but it is impossible at this time to create continuous connections outside of the proposed hamlets.

### Bicycle Circulation

Bicycling is a popular sport throughout rural Hunterdon County and cyclists share the rural road network with automobiles. There are no formal bike paths in Holland Township and none are contemplated at this time, except, possibly, within the proposed hamlets. The Community Design Plan developed for the northern hamlet should include essential pedestrian and bicycle connections, and the site plan approval process will ensure that such improvements are included in the southern hamlet.

### Mass Transit

Holland Township is not served by any mass transit facilities of its own. The Link, a County-subsidized bus service, circulates throughout the County and provides service on demand to County residents.

Trans-Bridge Lines (formerly West Hunterdon Transit) provides daily bus service to New York City from Flemington and Clinton, several miles away.